## SOME NEW BOOKS.

emilian & Co. issue "Gleanings in Science," by Rev. Gerald Molley, Rector of the Catholic Uni raity of Ireland. The volume contains a series of lectures on scientific subjects, such as the ern theory of heat, lightning, thunder, and lightconductors, the storing of electrical energy, sun as a storehouse of energy, the electric light, glaciers of the Alps, etc. . The lectures represent the most recent advances of science, are illustrated graphically with sketches of apparatus, views of exetc., and are written with commendable ness and absence of technical terms.

G. P. Putnam's Sons publish a "Pocket Gazette beautifully printed, and contains 35,000 c, and a series of maps, nine in number, not of atries, but giving height of land and depth of zones of temperature, mean annual rainfall, ocean sents, land surface features, prevailing winds, density of population, races of mankind, principal routes of commerce, etc. It would be difficult to pack an equal mass of useful information into a smaller Of course, abbreviations are used system tically, but they are soon mastered. A handler little work is seldom published.

Ward & Downey, London, send us " Arm-Chair Esays," by an anonymous author. They strike us as essayist manuer, seldom rising above commenplace inspired by that kind of make-believe philosophy prevails among those who take their opinions cond-hand. The best thing in the book is not an iny at all, but a short story, entitled "The Curious listory of Some Misdirected Letters."

Under the title, "Footprints of Travel, or Journey-Many Lands" (Boston : Ginn & Co.), Maturin Ballou has compiled from his own books of travel and other sources a sort of compendium intended to duce the young idea to foreign men and cities. The extent of the field necessitates sketchiness in the veral views, but they are interesting, and may serve purpose in stimulating more serious research. To is quite fully and very fairly illustrated.

new edition (Scribner & Welford) of the History erusalem, by Walter Besant and E. H. Palmer, is issued. The untimely death of Professor Palmer left the whole work of revision on the shoulders of Mr. Besant, who states in his prefuce that he has merely brought the book up to the level of the most recent ration. It is a capital work of its kind, written in an entertaining manner, full of curious information and thoroughly trustworthy as regards its conclusions Ninoteen years have brought many discoveries, though perhaps few of considerable importance, and most of the new finds support the views put forward by the

Stray Leaves of Literature" by Frederick Saunders homas Whittaker) is a volume of those graceful says for which this writer has acquired a reputation, pecially as illustrated in his "Salad for the Solitary at the Social." Most of the papers in the present me are on general and abstract topics. Among best are those on "Ballad and Song Literature, The Survival of Books" and "The Mystery of Music. The style is thoughtful but not heavy, scarcely so much brilliant as suggestive, and breathing a pleasant air of culture and leisure which produces a tranquillizing nd refreshing effect upon the reader.

#### New Publications.

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Trains leave New-York, via Desbrosses and Certlands
Streets Ferries, as follows:
Astrockary Pittakurg, and the West, with Pullman Palace
Cars attached, 9:00 a. m., 6:30 (Dining Car) and S
p. m. daily. New-York and Chiesgo Limited of Parlor,
Dining, Smeking, and Sleeping Vestibuled Cars at 9:00
a. m. every day. ort, Look Haven, 9:00 a. m., 6 p. m.; Corry and

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FOR PHILADELPHIA. 

a. m. and 6 p. m. on Sunnays, Camoon, EHIGH VALLEY RAILROAD. PASSENGER TRAINS leave foot of Cortlands and Despresses sta, as follows:

Chair car to Tunkhamotocal Contents of the Harrisburg.

3:40 p. m. for Pittston and principal intermediate points. Chair car to L. and H. Junction.

5:40 p. m. for Mauch Chuuk and intermediate points. Connection to Reading and Harrisburg. Chair car to Mauch Chuuk.

7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffale and the West. Pullman sleeper to Lyons.

Trains leaving at 8 a. m., 1 p. m. and 8:40 p. m. connect for all points in Mahanoy and Hazieton coal regions. S. m. for Mauch Chuuk, Hazieton and intermediate points.

8 a. m. for Coplay and intermediate points. points

5:45 p. m. for Coplay and Intermediate points

7 p. m. for Geneva, Lyons, Elmira, Rochester,
and the West. Pullman steeper to Lyons,
General Eastern Omice, 235 Broadway.

WEST SHORE RAHLROAD, N. Y. C. & H. R. R. R. Co., Lessee.—Trains leave West 426 st., station, New York as follows, and twenty minutes serilor from foot of Jay-st., N. R.: Chicago, Detroit, London, Hamilton, 9:56 a. m., 6:00, e:15 s. m., 6:00, e:15 s. m., 6:00, e:15 p. m. Toronto, 9:58 a. m., 6:00, e:15 p. m. Algebra Palls, Syracuse, Utlea, and principal intermediate stations, Palls, Syracuse, Utlea, and principal intermediate stations, NORTHERN RAILROAD OF NEW-JERSEY

\*For Nanuet, Spring Valley, Monsey and Tailmans.

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10:30 a.m. week days. Parlor Car to Binghamton, wego, Elmira, Corning and Hornellsville.

5 b.m., every day, "Chicago and St. Louis Limited." id Pullman train, Day and Buffet Sleeping Coaches to 100 miles. Nisagars Falls, Cleveland, Chicago, Clinchnad St. Louis. No extra charge for fast time.

1 St. Louis. No extra charge for fast time.

1 St. Louis. Rocketty day, "Chicago Express," Pullman St. 100 p. m., every day, "Chicago Express," 1. 1:45, 3, 3:30, 3:40, 4, 4:10, 4:30, 4:40, 5:51, 5:50, 5:50, 6:10, 6:30, 7, 7:30, 8:30, 9, 10:30, 12, noen; 8:30, 6:40, 6:40, 7, 7:30, 8:30, 9, 10:30, 12, night, Newark and rateres n via Newart, 5:45, 6:50, 8:53, 8:53, 10:11, 10:20 4. 30. 5. 5:20. 5:30, 6. 8:10. 8:30, 7. 9. 10:30, 12 night.

Studern, Local, 4. 4:45, 7:50, 9:30, 10:30 a. m., 1, 3, 8:30, 4, 5, 5:30, 6:10, 6:30, 7. 9, 10:30, 12 night.

Newburg, 7:50, 9, 10:30 a. m., 3:30, 4, 4:30, 5 p. m. Goshen, 4:45, 7:50, 9, 10:30 a. m.; 1, 3:30, 4:30, 4:30, 5:30, 7, 8:30 m.

Middletown and Port Jervis, 4:45, 7:50, 9, 10:30 a. m.; 3:30, 4:30, 5, 7, 8:30 p. m.

Sunday local trains, main line, 4:45, 8:30, 10:30 a. m.; 146, 3, 4, 5, 6:30, 7:30, 8:30, 10:30, 12 night. Newsrk Branch, 9 a. m.; 3:30, 6:30, 10 m.

Express trains from the West arrive in New-York at 7:40 and 11:55 and 10:55 p. m.

W. J. M. RPHY.

Gen', Supt.

CENTRAL RAILROAD OF NEW-JERSEY.

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1:00 a. m. for Easten, Bethlehem, Allentown, Mauch
Chunk, Reading, Harrisburg, etc.

7:00 a. m. for Flemington, Easten, Bethlehem, Allentown, Mauch Chunk,

8:30 a. m. for Flemington, Lake Hopstcong, Easten,
Bethlehem, Allentown, Masuch Chunk, Wikesbarro,
Scranton, Roading, Harrisburg, Fotteville, Iamaqua,
Shamokin, Sunbury, Lewishurg, Williamsport,

1 p. m. for Flemington, Easten, Bethlehem, Allentown,
Mauch Chunk, Reading, Harrisburg, etc.

3:45 p. m. for Easton, Bethlehem, Allentown, Mauch
Chunk, Wikesbarre, Scranton, Tamaqua, Shamokin,

4:30 p. m. for Flemington, Lake Hopstcong, Easton,

5:00 and 5:30 p. m. for Somerville and Flemington,

5:45 p. m. for Easton, Bethlehem, Allentown, Mauch
Chunk, Reading, Harrisburg, etc. On Sundays at 5:30 p.

5. m. Sundays, for Easton,

5. m. Sundays, for Easton,

Chunk, Reading, Harrisburg, etc. On Sundays at 6:30 p. m. 5 a. m. Sundays, for Easton. 6:30, 8:15, 11:15 a. m., 1 4, 4:30, 6:10 p. m.; Sundays, 4, 9 a. m. for Red Bank, Long Branch (Asbury Park Ocean Grove, except Sunday), Point Pleasant 4:30, 8:15 a. m., 1, 4:30 p. m. for Farmingdale, Manchester, Toms River, Barnegat, etc. 4:30 a. m., 1 p. m. for Vineland, Bridgeton. 4:30, 6, 8:15, 10:30, 11:15 a. m., 1, 4, 4:30, 5:30, 6:10 p. m. Sundays, 4, 9 a. m. for Perth Amboy. FOR LAKEWOOD at 4:30, 8:15 a. m., 1:00, 2:30, 4:30 p. m. Parior cars at 2:30 and 4:30.

FOR ATLANTIC CITY. 4:30 a. m., 1:00 p. m. (2:30 p. m., Through Express, with Parlor-care.)

SHORTEST AND QUICKEST ROUTE

FOR PHILADELPHIA.

BOUND BROOK ROUTE,
via Central R. R. of New-Jersey and Philadelphia and
Reading R. R. Leave foot Liberty-st., N. R., at 4, 7145,
9, 11 a. m.; 1:30, 3:15, 4, 5:30, 7:30, 12 p. m. BUNDAYS at 9 a. m.; 5:30, 12 p. m.
Trains leaving at 4, 7:45, 11 a. m.; 1:30, 4, 5:30,
7:30, 12 p. m. bave connection for Reading, Harrisburg,
Pottsville, etc.
Tickets and Parlor Car seats can be procured at 71,
145, 944, 1,140, 1,321, Broadway, 737 oth-save, 294 West
125th-st., 182 East 125th-st., New-York; 4 Court-st.,
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New-York Transfer Company will call for and check
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FOR PHILADELPHIA

BOUND BROOK ROUTE

via Central R. R. et New Jersey and Philadelphia, and Reading R. J. 1989, 1981, 4 5 200, 7130, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 9 a. m.; 5:50, 12 p. m. p. 100 Jays at 10 Ja

RARE STRENGTH SHOWN. A BROAD AND ACTIVE MARKET.

THE TREASURY GAINS IN CASH WITHOUT AFFECTING ITS SURPLUS.

Sunday, Feb. 10-p. m. The United States Treasurer last week received from customs \$4,724,928, and from internal revenue \$2,463,355; total from both \$7,188,283, against \$6,917,244 for the preceding week. During the week the Treasury added to its eash balance in vaults \$2,567,704, and reduced its deposits in National banks to \$1,383,588-net n to its cash balance \$1,184,116. The principal in the vault's balances were gains of \$2,589,669 gold and \$763,684 silver. The gain in gold was made by an accumulation of \$176,547 bullion and a reduction in the outstanding amount of certificates of \$2,413,122. The silver gain was made by an accumulation of \$929,836 bullion, less an issue of \$166,152 certificates. The silver gaing was only a little more than the week's coinage of standard dollars. The Treasurer's hability for the redemption of National bank circulation was increased \$1,104,837, so that the addition to the surplus balance was only \$79,479 for the week.
Supplied are the results of resterday's statement com-

Gold coin and su. less certificates and \$100,000,000 \$56,655,284 \$57,244,988 Inc. \$2,089,669 25,080,567 25,844,281 Inc.

Cash in Treas 7.6154,621,559 \$157,189,288 Inc. \$2,567,704
Deposits in National banks.. 45,499,122 44,115,634 Dec. 1,383,588 Total balance. \$200,120,681 \$201,304,797 Inc. \$1,184,116
Deduct for fundam
Nat. b'nk nov a
including the 5
per cent fend. \$8,971,505 \$1,076,142 Inc. 1,104,637

available ......\$110,149,176 \$110,228,655 Inc. BANK CONDITIONS COMPARED.

For the first time in the history of the associted banks of New-York yesterday's weekly statement of averages reports loans of \$400,000,000 and over. Last week the average loans were expanded \$8,105,900 to the sum of \$408,013,900. By the operations of the Sub-Treasury in the week ended Friday evening, the associated banks lost \$2,741,543 eash. The statement shows the loss to the average cash to have been \$3,786,100. This indicates a large movement to the interior, understood to have been to the East. Probably the statement's figures for the average cash of the week are greater than the actual sum held at the close of business Friday. The gain of \$3,816,400 in the deposits is about \$600,000 smaller than the increase that the other changes call for; but that is a discrepancy usual to the absurd system of reporting averages for the week, instead of the actual conditions at the close of business on Friday. The statement results in a loss to the "surplus reserve" of \$4,740,200, and leaves it at \$14,042,975, against \$20,143,275 February 11, 1888, and \$18,609,600 February 12, 1887.

1888, and \$18,609,600 February 12, 1887.

The changes in the week of 1888 were as follows: Loans increase \$3,506,700, cash decrease \$2,165,700, deposits increase \$1,143,200, and "surplus reserve" decrease \$2,451,500. The changes for the week of 1887 were: Loans increase \$6,401,700, cash decrease \$828,000, deposits increase \$4,136,600, and "surplus reserve" decrease \$1,862,100. The changes of the week of 1882 were: Loans decrease \$938,500, cash decrease \$3,40,300, deposits decrease \$5,674,600, and "surplus reserve" decrease \$3,674,600, and "surplus reserve" decrease \$2,230,650. The statement compares with those of corresponding

of 1882 and 1888 as follows: The following shows the relation between the total reerve and the total deposits at the respective da 

Total reserve... 681,714,000 8116,045,000 8122,892,800 Reserve required against deposits. 77,602,825 96,501,725 108,739,625 

The following is Saturday's statement in detail: Greenwich
Leather Man Ts
Seventh Nat
Bank State NY.
Amer Er Nat
Nat Bk Comm'e
Nat Broadway
Mercantile Nat People's.

It No America.

Hanover Nat.

Irving Nat.

Nat Citizens'. darket & Pul'n. st Nicholas shoe & Leather. Corn Exchange. Continental. Oriental. North River 2,087,300
East River 1,272,400
Fourth Nat. 17,858,500
Central Nat. 7,870,000
Second Nat. 4,050,000
Ninth Nat. 5,322,300
First Nat. 23,815,000
First Nat. 23,815,000
First Nat. 23,825,000
RV Nat Exch. 1,392,500
Bowery Nat. 2,270,800
MY County Nat
German-Amer 2,900,400
Chase Nat. 7,874,800
Fith Avenue 4,099,000
German Exch'e, 2,745,800
German Exch'e, 2,745,800 First Nat. 23.815.906 2.998.200 2.412.200 23.000.400
Third Nat. 6.077.900 1,668.000 370.200 7.553.000
NY Nat Exch. 1.382.500 33.100 115.500 1.477.500
Bowery Nat. 2.70.900 582.000 110.000 2.702.400
NY County Nat. 2.44.500 782.800 100.800 2.933.200
German Amer. 2.900.400 450.000 186.100 2.875.300
German Exch. 2.74.800 1.868.300 0.94.300 9.244.200
Fitth Avenue. 4.099.900 951.100 114.900 4.100.700
German Exch. 2.478.300 122.800 304.000 2.640.000
U.S Nat. 6.123.300 1372.500 304.000 2.640.000
U.S Nat. 6.123.300 1372.500 38.900 38.90.900
Garfield. 2.438.300 600.900 39.700 3.143.200
Fitth Nat. 1.427.300 308.400 209.000 1.828.400
Fitth Nat. 1.427.300 308.400 209.000 1.828.400
West Side. 1.913.000 315.000 228.000 2.110.000
West Fide. 1.913.000 315.000 228.000 2.110.000
Sixth Nat. 1.790.100 545.300 130.100 2.110.000
Western Nat. 10.478.300 1.286.200 130.500 2.100.000

The bank exchanges at the New-York Clearing House

THE FINANCIAL SITUATION.

ences of the companies, showing the gifins and Fourth week in Jan.—1888. 1889. Differences. p.c't.
42 companies....\$3,844,161 \$4,507.818 Inc. \$6063,657 17.26
9 companies.... 446,949 413,181 Dec. 33,768 7.50 Total 51 comp's.\$4,291,110 \$4,920,999 Inc. \$629,889 15.61 Month of Jan.—1888. 1889. Differences. p.c't. 43 co's......812,064,943 \$13,811.593 Inc. \$1,946,650 14.47 11 co's...... 5,431,138 5,256,373 Dec. 174,765 3.22 Torl 54 co's, \$17,406,081 \$19,067,960 Inc. \$1,571,885 8.98 THE WEEK IN SECURITIES.

THE WEEK IN SECURITIES.

At the Stock Exchange the continued and increasing demand for railway bonds and the consequent activity advancing figures which induced changes of investment, was the leading feature of the week. While in some issues which recently had made sharp advances there were heavy realizations, causing casement in figures, the new demand for other issues caused greater advances. It is a favorable feature that both investors and speculators are looking with unusual care at the intrinsic merits of their purchases. Still, there are many well-assured 5 and 4 per cent bonds which are ruling below par, and it is toward that class of securities that attention is mostly directed. In the stock market there was much irregularity in the speculation. The tone of the market, however, was firm throughout, and when the exceptional condition of the "granger" situation is taken into account, it must be admitted that the srength developed was remarkable. Business hardly had opened on Monday morning before the speculation was struck with a sand-bag over the wires from Chicago quoting Judge Brewer's decision in the case of the Iowa Commissioners, to which were appended the doleful effects as seen through the spectacles of Chicago speculators. It was a severe blow to confidence, coming as it did immediately upon the advances made during the preceding week.

For a moment there was hesitation throughout

For a moment there was hesitation throughout the whole market; that there was not a small panic is not to the credit of the desperate efforts which were made to create one. In a little while the general market cut aloft from the "granger" list, and after that was scarcely effected by the hourly bulletins from Chicago, threatening ruin to all of the Western railroads. The market for the "grangers" undoubtedly was more effected by the readiness with which some of the railroa! managers, as they were quoted, adopted the pessimistic ideas with which the Street was flooded. But, after all, the effect upon the "grangers" was comparatively insignificant, and the sellers of them found buyers at figures higher than those of one month ago, before the Iowa decision had been rendered.

rendered.

All of this furnished the best of evidence that the change of sentiment regarding the values of securities was even more marked and positive than was suspected by any one. Turning from the "grangers," there was a marked inocease of activity in the general list and a broader market than has been seen for many months. As usual in such changes it was a few stocks that led the movement. "Big Four" and 3 C's and I, because of the new deal the particulars of which were published in this morning's Tribune, were conspicuous for their activity and arge advances. This deal is not one of a speculative character, with its object to market stocks at the Stock Exchange, but a consolidation of interests carrying with it permanent improvement in values. Following the two stocks came the transcontinentals and their affiliated companies. There, too, the basis for the advances made is found in the improved condition of the properties and their larger business as reflected by their statements of earnings.

The "bear" movements against the coal stocks All of this furnished the best of evidence that

The "bear" movements against the coal stocks The "bear" movements against the coal stocks made no further progress in marking lower values, although strenuous efforts were made to that end when the "granger" scare was at its height. As the speculation grows, if precedents possess any value, attention will gradually turn toward the lower priced securities, and among them the favorites probably will be the bonds and stocks of recently reorganized companies. Last week there was a noticeable increase in the inquiry cencerning such properties and their probable movements. Taking it all in all, the results of the week were satisfactory to those looking for steady improvements based upon real conditions and not on the spasmodic movements of speculators. and not on the spasmodic movements of speculators.

Perhaps for the general weal the granger" episode of the week was a beneficent maleweight which retarded a specula-

concinent makeweight which retarded a specula-tion which a week ago promised to run too rapidly to be healthy. At all events, it encouraged a short interest in the market not only to stand aloof from iquidating, but also to enlarge its lines in the

Western stocks.

In less than a month from now there will be a change in the National Administration. The incoming one has averred its policy, in the absence of legislation, to use the surplus in the Treasury for the purchase of the funded debt. That surplus are now to \$54,000,000. The present of legislation, to use the surplus in the Treasury for the purchase of the funded debt. That surplus now amounts to \$64,000,000. The present Administration was confining its purchases to the 41-2 per cents, of which there are outstanding only about \$150,000,000. It purchases this issue in driblets at rates less favorable to the Treasury than those at which it rejects the 4 per cents. With a change of Administration it is reasonable to expect that there will be greater liberality and less discrimination against the Treasury in its purchases. In this view the monetary situation during the whole of the spring is placed beyond is opardy. The railroad earnings which we so fully print, and which above are concentrated for the fourth week and month of anuary, show phenomenal gains; the additional mileage over that of a year ago for the roads reporting is very small. Here are two important factors in the situation. Another not less important one—the question of management for the interest of owners—is rapidly being adjusted to a condition as satisfactory as

being adjusted to a condition as satisfactory as the two dwelt upon.

Subjoined is our usual table, giving the number of shares sold of all stocks, the highest, lowest and final prices of the week, together with the final prices of a week ago, prefixed by the average final prices of a week ago, prei prices of February 11, 1888;

# WEEKLY RANGE

ACTUAL SALES   Final.						
STOCKS.			Low-	-	Final, Feb. 2, 1889.	abares sold.
A Wen & GW .	98	54 %	51 % 770	816	527	
ANY AL prof	1774	304	AMES I	104	1024	
nar Col & Aug.	6319	48 9	54 52%	54%	541s 52%	28,570
MINTE PRCINC	58	15%	147a	15 4	9 20	700
ent Ia 1 pr new.	78%	98%	97%	98	98	6,765 6,765
on & Ohlo	30 %	36	30,4	15 b 22 b 98 35 c 21 b 18 c 19 c	35% 20%	12,970
AND AN ARE THE		2014	19	19 19	184	1.387625
nes & O 2d pr ne & E III & E III pr	9319	100	0.03		96%	
	1000000	98	1375	97°s	11.55	273
de & Northw'L	107 kg	108%		106% 141% 63%		49,635
to ex tiv	1144	103 4	03 g	1919-19	1034	93,957
no St L& Port.	13	133	18 39 314 915	4134	31640	10.439
St P M & O pr.	38	9354	311a	3119	954	5,176
nie Buri & Q	1264a	110 %	105 5	971	1004	
nic & Ind Coal.	79	424	4218	100	10114	16,197
1 StL & Chic	5 m	116	2 4	114	. 4	450
w & B prof.	28	150 ½ 74 %	150% 05%	150 to 73 kg	1574	20 200
C C & Inst	0.8	29	2013	24 27	200	7.000
et Lack & West	130	2814 142% 137%	140 h	14140	271 1411 1363	81,290
of the Handson	1. 140000-041	184	1354 17 434	17	16%	950
env & Rio Gr. enver & Rio pr. env & Rio W	F-18	1719	2.5 42	16	15%	685 1,715
T & FIW cus.	25.	23 40	919	2314	914	18,597 970 1,364
Tenn 2d pref	00 214	9334	234	22%	2314	1,825
liz. L & B 8,	87	18 4	91	13 2	92	2,330
reen Bay	23	12	19	749	6	1,500
Central.	116 <sup>1</sup> 2 30 9	116	1123	3054	30334	1,001
Central ingstun & Pem. ake E & West E & W pref	15 %	19 584	5334	57%	60	28.427
		1494 To	00 8	Qit II	105%	27,681
ouis & Nush	81 kg 89 kg 37 kg		4134	5912	59%	
NA & Chie ahoning Coal	22	43 423 953	421 <sub>2</sub>	421 <sub>9</sub>	42 43 944	100
anhattan Con		95 '9 14 32 '9		14	87	1.770 200 430
lar H & O pref	89	- BO	1 19.35	50	49 89 4	600
tem & Char tichigan Cen LS & W. LS & W pref	82 674	907, 697,	65	69.10	1 664	740
LS & W pref tinn & St L to Kan & Tex	1000	103	850	619	6 6	400
lissouri Pacific	1 84	131 <sub>8</sub>	124	727	131 <sub>4</sub> 784	1 30,095
(ob & Ohlo	12	10	1484	150	147	700 698
ash Ch & StL	1074	1104	84½ 109¼	1094	1104	17,700 935 3,795
V CA BLL	16 a	19 to	19	747	119	3,793
YC&StL prf YC&StL 2d pr YLE&W	1 112	20 4	267a	28%		2,291 26,350
THE R. P. LEWIS CO. LEWIS LAND LAND ASSESSMENT OF THE PARTY NAMED IN CO., LAND ASSESSMENT OF THE PARTY NAMED IN	I ggia		67 457	47%	474	4,190 98,220
YANE YNHAH YLack & W	**	113 5 113 5 10 5		113	77.0	74
V Out & W	16%	19.0%	18			2.170
Y 8 & W pret	30%			34%	335	400
orfolk & West for & W pref. forth Pacific. forth Pac prf Ind & W. phio & Miss. who Southern. pregon Imp	45%	58	171s 511g 26 601g	175 51% 274		2,200
forth Pac prf	4434	62%	12	275 615 125	124	55.298 200
thio & Miss	2119	12 kg 23 kg 24 kg 72 kg	13 225 14	125 234 145	614 124 22 144 714	0,603 200
regon imp	50		7014 108 93%	7934	100	
do pref regon R & N regon Trans.	934	974		1084 975 325	106 944 314	13.905 29.070
regon S L	100	47	43 943 484	47	314 444 247 491 1508	9,260 3,305
hila & Reading	-65%	494	484	150%	491	109,840
regon Fains. Peo Dec & Ev Phila & Reading Ft W & Chic de special culiman Car Co	1024	150% 140 203% 27%	140	140	71163	19 951
tich & Alle	1404	17	194 la 15% 25 4	164 264 805	15	13.951 1.675 96.873 9.944 1.275 2.210
tich & West Pt.	584	274	1 80 4	80%	1.77000	9,944
tome, W & Og	15	10214	101	101	1004	2,210
LA&TH pri	37	94	90	94	253	- SAUTE
L & San Fran	35	26 66	15% 25¼ 80¼ 101 47 90 25¼ 63%	654	11 - 13/9/7	9,930
voliman Cat Co. itich & Allo itich & Allo itich & West Pt. itich & West Pt. itich & West Pt. itich & West Pt. itich & Grex itich & Grex itich & Tex. itich & Tex. itich & San Fran itich & Man itich & Man itich & Man	35 71 11114 575 1124	11114	11114	40	391	300
t P Min & Man	1125		1025	1025	100	2,920
onth Carolina outh Pacific outh Pacific exas Pacific ex Pac L/T ol A Ar & N M	251	1 06	200	25 22	09	15 880
ex Pac LT	204	245	20	22 214 24	193 231 643	918
Inton Pacific	554	64%	632	644	644	23,958

38% 37% 81% 82% 76 78% 30% 29% 21% 33 26 9% 9 Tenn Coal pref... Homestake Bid. Asked. | So | So | Steamship | Steams 102 104 99 120 110 113 dleberger" bds
Do 10-40 bds
Elizabeth City
Adjust 4s...
Mobile City Com
promise bds... 85 77% 34 38 56% Tol Peo & West. 15 Vicks & Mer... 19 & Imp Co Trat 118 122 Cal Pac 1st Mort Do 2d Guar... Cin Van W & Mich Cent Div 1st... Geo Pac 1st Mor 29 31 109 % 110 44 76 76 76 % 16 20 Kanawha & Ohio
1st 8s...
Kingston & Petn
1st mort... 874 873

pds 15 20 Commercial Fifth National German Exchige Nor Pac RR Co (Mo div) 1st intge oper out 103 ....

CLOSING PRICES OF ROSTON STOCKS. At & Top 1st 7s 12 112 Rutland pred R. At & Top 1st 7s 12 112 Wis Cent R R Boston & Atba'y 200 210 Wis Cent R R Boston & Mains Chie Burtlington Allouse Min Co 17 1619 | Boston & Maine | Chic Burlington | Guiney | 105% | 105% | 106% | (new) | 3% | Chic Ban & Che | 25% | 25% | Chic Ban & Che | 25% | 25% | Chic Ban & Che | 25% | 25% | Chic Ban & Che | 25% | 25% | Chic Ban & Che | 25% | Chic Ban & Alloues Min Co

### RAILROAD EARNINGS.

GRAND TRUNK (CANADA). Number of miles. 2.924 8.415 Week ended Jan. 26. 8309.319 \$249,758 Jan. 1 to Jan. 26. 1,100,446 1,144,958 OHIO AND MISSISSIPPL Number of miles..... 616 Fourth week in Jan... 671,843 Jan. I to Jan. 81.... 295,219 616 672,738 817,556 816 875.857 804,827 ST. LOUIS, ALTON AND TERRE HAUTE (Branch Lines) TOLEDO, PEORIA AND WESTERN. Number of miles.... 247 247 Fourth week in Jan... \$20,254 \$20,504 Jan. 1 to Jan. 31.... 74,625 71,969 | MILWAUREE, LARE SHORE AND WESTERN. | S73 | 592 | 592 | 517 | 592 | 593 | 517 | 592 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593 | 593

# THE MARKETS.

TOTAL RECEIPTS OF PRODUCE.

Per North River, Vessels and Railroads. Ashes, pkgs.

B.W. Flour,
pkgs.

B.W. Flour,
pkgs.

Strong blas.

Strong blas.

George blas.

George blas.

George blas.

Greas each

Grea

GENERAL MARKET REPORT.

COFFEE—Brazil grades for prompt delivery had a light inquiry, but prices were steadily maintained. Fair cargons quoted at 174c. No sales reported. Mind growths used to the close of the week. Prices advanced 5210 points early and closed firm, as affected by stronger advices from Havre, where there was a gain of vanced 5210 points early and closed firm, as affected by stronger advices from Havre, where there was a gain of vanced 5210 points early and closed firm, as affected by stronger advices from Havre, where there was a gain of vanced 5210, 250 points early and closed firm, as affected by stronger advices from Havre, where there was a gain of vanced for the stronger advices from Havre, where there was a gain of vanced for 1.5 a. 5,000; do for Europe, 2.000 bags; total stock, 403,000 bags; Santon receipts, 11,000 bags; total stock, 403,000 bags; to GENERAL MARKET REPORT.

Quotations are based on American standard of classifi-

STAINED.

with a light movement. Fine grades are firm while medium and lower qualities are barely steady. Pennsylvania tubs, fancy, 50:2301-20: Elgin. Creamery. Sic: Western do Runy. 20:211. Sic: Western do Runy. 20:211. Sic: Western do Runy. 20:211. Sic: Western do Runy. 21:223c; do held. 16:252c; do held. 17:252d; do held. 1

LIVE STOCK MARKETS—BY TELEGRAPH.

BUFFALO, Peb. 9.—Cattle—Receipts for last 24 hours, 3,696 head. Total for the week thus far 13,400 head. For the same time last week 12,024. Consigned through 163 cars, 113 of which to New York 9 cars on sale; market steady. Good to Choice Shipping \$4,259.4 50.84 50. All offerings taken.

Sheep and Lambs—Receipts last 24 hours were 4,400 head.

Sheep and Lambs—Receipts last 24 hours were 4,400 head.

Total for the week thus far 54,2500. For the same time last week 68,400; consigned through 11 carleads, 8 of which to wook 68,400; consigned through 11 carleads, 8 of which to New York; 20 carleads on sale; good demand and prices a shade higher. Common to Phir sheep \$3,500.5 and prices a shade higher. Common to Phir sheep \$3,500.5 and advanced 10 % 15c. Ordinary to Choice, \$4,75,845,00; Extra, \$6,500.2 (hours, \$4,75,845,10); Extra, \$6,500.2 (hours, \$6,75; all ordinary to Choice, \$3,75; all ordinary to Choice, \$4,75,845,00; Lambs advanced 10 % 15c. Ordinary to Choice, \$3,850 (hours were 9,840 head. Total for the week thus far 55,040 For same time last week 50,640, the week thus far 55,040 For same time last week 50,640, the week thus far 55,040 For same time last week 50,640. Steeled Medium Weights \$4,80; Rough \$4,00; Advanced 56,00; Light 192 stories and the steeled of the same stee LIVE STOCK MARKETS-BY TELEGRAPH.

PRODUCE MARKETS. PRODUCE MARKETS.

LIVERPOOL, Feb. 3—2:30 p. m.—Beef—Holders offer freely, Pork—Holders offer freely, Hams—Holders offer moderately, Bacon—The supply is in excess of the demand: long and shorts clear middles, heavy, 55 to 65 hos, steady at 32a 0d. Cheese—Holders offer moderately, Tallow—Holders offer freely, Sulrits of turpentine—Holders offer moderately, firm at 35a 9d. Cottenseed oil—Liverpool refined, steady at 26a, Hootn—Holders offer moderately, prims. Western spot and futures—Holders offer moderately, prims. Western spot steady at 36a 9d. Pebruary at easy at 36a 9d. March and April steady at 36a 9d. Wheat—Holders offer moderately. Flour—Holders offer marinely. Corn—spot—Holders offer moderately, Turns offer sharingly. Corn—spot—Holders offer moderately, Turns offer sharingly. Corn—spot—Holders offer moderately, Turns

FINANCIAL MARKETS.

LONDON, Peb. 9.—2 D. m.—Consols, 98 13-16 for imoney and 98 15-16 for account; United States 4 per cont bonds, 1314; Atlantic and Great Western first mortgage Trustees Certificates, 36 s.; Canadian Pacific, 53 s.; Eric, 29 s.; ob second consols, 105 s.; Himots Central, 1175.; Mex can Ordinary, 12°2.; St. Faul Common, 65 s.; Mexican Central currently space bonds, 72 s.; New York Central 112°s.; Pennaylyania, 5s.; Reading, 24°s.

Money at 2 s. per cent.

Spanish 4s. 74 s.

Paris advices quote 3 per cent reutes at 83 france 60 centimes for the account and exchange on London at 25 france 31 centimes for the account and exchange on London at 25 france 131 centimes for the account in the open market for both short and three menths' bilis, is 28, 92°4 per cent.

S HORE LINE—ALL RAIL ROUTE—FOR Beston, Providence, Newport and the East. Express trains leave Grand Central Station for Providence and Roman leave Grand Central Station for Providence and Roman at 10 a.m.; I p. m.; Limited Express at 5 p. (Dining car); Night Express at 11:30 sp. m., daily. For Newport at 5 a.m. and 1 p. m., Palace Pader Case or Sleoping Cars on all express trains.